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Hongkong, 27th June, 1905. [a43]

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Hongkong, 20th September 1906.

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Hongkong, 22nd December, 1906. [a45]

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Hongkong, 18th November, 1905. [a47]

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Hongkong, 3rd October, 1906. [a41]

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Hongkong, 29th September, 1906. [30]

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BIRTHS.

On October 4th, at Swetow, the wife of J. C.  
 A. Holt, I. M. Customs, of a daughter. [1878]  
 On October 5th, at Canton, China, the wife of  
 ARTHUR VIVIAN HOWE, of a daughter. [1877]

Mrs. and Miss Barnes-Lawrence wish to thank  
 their many friends for the heartfelt sympathy  
 shown with them in their bereavement.

HONGKONG OFFICE: 104, DES VOUX ROAD, C.  
 LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 9TH, 1906.

The telegraphic news-items relating to Far Eastern matters which we were enabled to give in our yesterday's issue were of more than ordinary interest and importance. Probably the one message that would be read with most interest was the intimation from our Shanghai correspondent with regard to Sir ROBERT HART and the control of the Imperial Maritime Customs. In the last few months we have heard perhaps more about this department than has been said or written in the last four decades. The sudden appointment of Chinese Commissioners to assume such control as was formerly vested in the Chinese Foreign Office at once excited the most extraordinary apprehensions among the constituents of the various foreign Powers, and particularly in the British Press. It was easy, and perhaps natural, to jump to the worst conclusions as to China's good faith in the matter. Diplomats were more conservative than the majority of newspaper critics, but their actions had, of course, to be largely determined by the pressure of public opinion. That opinion, as so nobly expressed, or rather inspired, in the newspapers at home, did not carry as much weight as it might otherwise have done. It appeared so obvious joined forces with his quarry only last year.

that many of the European journals were not particularly well-informed, and that they were merely following one another's lead. This so often happens in connection with events geographically far removed from their opportunities for investigation that business men out here have learned to discount a good deal of it. That is partly one reason why the Chinese regard the resident public as less friendly than the homestaying British public to which some of their reformers and diplomats are so fond of appealing. In this instance, the positions were partly reversed. We shared with our senior Shanghai contemporary the honour of promptly suggesting that things were not so bad as they were being painted; and it was only the attitude of the always well-advised China Association that could have shaken our opinion that too much was being made of an unimportant incident. We could not and cannot see that the change was anything beyond a transfer from Tweedledum to Tweedledee; and we suspect that the members of the China Association were acting on the prudent principle of locking the stable door before the horse was stolen. They have so often appealed to deaf ears that it must have been a welcome change to find a sympathetic reception awaiting their warning. Curiously enough, while the storm was at its height, the one man whose opinion was most important, seeing how his personality was dragged into the discussion, maintained silence. It was in a way his cause that was being championed, and yet all the time he enjoyed his holiday rest by the sea without confirming the allegations made on his behalf, and absent in his name, and without denying them. Was Sir ROBERT HART superseded, or was he not? Only Sir ROBERT HART could tell us with sufficient conviction, and he said nothing. It is not difficult to realize the awkwardness of his position, and the cause of his silence. But now, if our information be correct, he has found a proper way to set all fears at rest. He does not believe there will be any undue interference—any more, that is, than during the regime of the Wai-wu-pu—and now no man can say, with any hope of proving his words, that there was ever likely to be any undue interference. Our own earliest comment was to give the Chinese credit for sufficient intelligence to realize that such interference would never be tolerated. It was so often referred to as the latest Chinese "intrigue", but those who know anything of Chinese intrigue know that the cards are never spread on the table in that way. It is, however, sufficient in the case of a notorious sharper to make the slightest move, for him to be instantly suspected. The simpler and more innocent a step may appear, made at Peking, the more closely will it be scrutinized, and the more distrust will it engender. We suggest seriously that probably nobody was more surprised by the recent pother than were the Chinese authorities. However, there need be no more argument about it. Assuming that there was some idea of regaining absolute control of the Customs by the Chinese—and we can readily accept it as a likely ambition—they made a very poor show of getting what they wanted, so poor, indeed, and so un-Chinese, that we are still inclined to give them the benefit of the doubt. But again assuming that their object was as stated, there can be no doubt that they have had their lesson. They will not be likely to want to stir up such a hornet's nest again in a hurry.

The capture of YAM KA-DEE at or near Hangchow is an event which, we fancy, would eclipse all recent sensations at Shanghai, where the bandit's mere name was a household bogie, with which to frighten children. It also closes, we hope, a romance more thrilling and less credible than that of the English Robin Hood. For years this man has been the administrative head of a powerful association of Chinese criminals, who levied toll on the people and trade of the whole surrounding district. Frequently members of his gang were caught, and sometimes was captured some fine craft which proved to be a unit of the flotilla with which his men infested the creeks. These always served to confirm the stories of the man's power, wealth, and astuteness. The foreign police long ago found that in his case stern chase was a long chase. The Chinese simply gave up trying to catch him. Any Chinaman who persevered in an attempt to lay him by the heels, returned, if he returned at all, minus his ears, or with some similar traditional disfigurement. But more often than not, those sent to catch him simply joined his band. A high military officer deputed by the Governor of Soochow to capture him, did not carry as much weight as it might otherwise have done. It appeared so obvious joined forces with his quarry only last year.

## TELEGRAMS.

[PENITENTIARY SERVICE.]

## TRIAL OF THE "DREADNOUGHT."

LONDON, October 8th.

H.M.S. *Dreadnaught*, on her speed trial, attained a speed of 21½ knots, a knot in advance of the estimate, this makes her the fastest battleship in the world. The Admiralty announces that the maneuvering at the trial was exceptionally good, and the ease of steering remarkable. She proves a good sea boat and is easily handled.

## TARIFF REFORM.

LONDON, October 8th.

At a meeting of The Tariff Reform Executive, a letter was read from Mr. Chamberlain, in which he said that he was confident the triumphs of reform were assured.

## VLAIVOSTOCK CEASING TO BE A FREE PORT.

Vladivostock will cease to be a free port from the next fiscal year, says the *Telegraph*. It is stated that the Russian Government have already communicated their intentions on the subject to the Japanese Government.

If this be authentic, we should find ourselves much nearer to a solution of the problem of opening Manchuria.

## A HONG FOOTBALL MATCH.

Last year members of the staff of Jardine, Matheson & Co. played a football match against the Eastern Extension Telegraph Co. There was no score on either side. Consequently, considerable interest attaches to a renewal of the contest, which has been arranged to take place to-day (Tuesday). The match will be called "Two v. Telegraphs." Kick off at 5.15 p.m. on the ground of the Hongkong Football Club, Happy Valley. The following will play for "Two":

Goal: —W. G. Goggin.

Backs: —T. S. Forrest and P. S. Jameson.

Half-backs: —J. E. Gresson, E. F. Aucott and A. Piercy.

Forwards: —W. W. G. Ross, A. Brooks Smith, A. Morley, A. Gregory and R. G. Munro.

Lifesman: —R. Sutherland.

Reserve: —L. N. Leefe.

## RAILWAYS IN CHINA.

**CITICISM OF THE CONCESSIONARIES.**  
 The Belgian syndicate has found it possible

to carry on its work in China in spite of Boxer and other political troubles, and actually threw open for traffic at the end of last year 870 miles of line, over which stupendous engineering difficulties in the course of its work. One,

therefore, finds it difficult to praise the British and Chinese Corporation, says *Commercial Intelligence*, for throwing open 870 miles of track, over an absolutely level piece of country, without a single engineering difficulty, eight years after it had obtained its concession. It is this delay that is responsible for the wholesale cancellation of mining and railway concessions all over the Empire of China.

There has been considerable criticism on the part of the Chinese authorities about the costly manner in which the railway is being constructed. One has only to compare the locomotives now running on the Shanghai-Nanking Railway with those in use in India, Egypt, or Japan to realize that there is some ground for this criticism. It is hardly desirable here to go into technical comparisons of the work being done with that, say, in India. Railways in India are required to earn revenue for the Government and the companies which work them. If the Shanghai-Nanking Railway is to be taken as a standard, railways in China must be trying to create a record in cost of construction. Salaries are on a very generous scale, and some of our railway managers at home would find it very difficult to meet shareholders if their staffs had to be paid on the same scale.

The statutory meeting of the Kiangsu Concessions (Limited) was held some time ago, but despite the fact that Mr. Archibald Little secured the concession, he has not been able to ensure that the Chinese will allow him to work the property. The money subscribed by the shareholders is lying idle at the bank, and no work whatever is being done in developing the property. The British and Chinese Corporation, for the construction of a railway from Hangchow to Su-chuan. As was the case with its other concessions, no work has been done, with the result that the Chinese are proceeding on their own account, in spite of all protests on the part of the Corporation.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 12.45 p.m.—The barometer has fallen rapidly over E. China owing to the depression, which is not moving to the N.E. to the South of Hokkaido.

Pressure is inclined to give way over N. China, while it has increased moderately to slightly over S.W. Japan, the Loochoos and Formosa.

The anticyclone is still central over China to the North of the Yangtze, and pressure remains low between the Paracels and N. Luzon. Gradients continue steep over S. China and strong N. and N.E. winds and gales will continue in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N. and N.E.
	winds, fresh or strong; fair.
Formosa Channel	N.E. gales.
South coast of China between Hongkong and Lamecks	N. to N.E. winds, strong.
South coast of China between Hongkong and Hainan	N. winds, strong.
Hongkong and Hainan	strong.

## HONGKONG CORINTHIAN YACHT CLUB.

The annual meeting of the Hongkong Corinthian Yacht Club was held at the Club House last evening. Dr. E. Clark (commodore) was in the chair, and there were also present Messrs. E. M. Hazeland (vice commodore), W. Howell (treasurer), Mr. McFerr, L. Guy, E. G. Jordan, F. P. Lenfesty, J. Logau, T. Blair, J. D. McEvil, F. Lammet, F. W. White, A. McIvy, S. M. Thoms, M. A. Souza, R. Henderson, J. McCormick, and Captain Casey.

The Commodore stated that the Club had reason to congratulate itself on a very successful season. The Championship was won by *Hibernia*, with Guel second. The commodore's Cup was won by *Athore*, also the *China Mail* Cup, the *Hibernia* Cup and the Cup in the V.R.C. regatta, while the *Nim* won the Vice-Commodore's Cup. *Athore* thus won four prizes during the season, and showed herself to be the best of the fleet. The gratitude of the Club was due to the several members who presented books and photographs for the use of members and the adornment of the building. Mr. Reddie presented a lot of books, Mr. Howell a number of photographs, Mr. Gibson presented wood for the building and the landing stage, while Mr. Hazeland very generously did not inflict any architectural fees (applause). The membership now numbered 175, and for a young club this was a very fair record. The balance sheet showed the total receipts for the year to be \$4,671.20 and the total expenditure \$4,677.87. Before moving the adoption of the accounts, he gave members an opportunity to ask questions.

None were asked, and he moved that the balance sheet as presented be adopted. Mr. Hazeland seconded, and the motion was carried:

The Commodore stated that now, unfortunately, members had to consider a question which was not so cheerful. In conjunction with many others they had suffered damage in the recent typhoon, and that damage could not be covered by a less sum than \$600. The committee suggested that the yearly subscription should be increased from \$5 to \$10. They thought it better to alter the rules straight away rather than tinker with other methods of raising money. They wanted to hear the opinion of members on the subject, and then hold another meeting in ten days' time.

Mr. Howell thought members would agree that \$5 per annum was a nominal sum. The senior yacht club paid \$2 per annum and an entrance fee. There was no entrance fee so far to the Corinthian club, and he trusted there never would be. He thought \$10 a year a reasonable sum, and that from the increased subscription it would be possible to recuperate their losses, and place the Club in a good financial position.

The Commodore proposed that steps be taken to call a further general meeting to alter rule 6 so that it should read that members pay an annual subscription of \$10 in lieu of \$5 as at present.

Mr. Howell seconded, and the motion was agreed to.

At that general meeting it was decided that other necessary alterations should be made in the Club rules.

The election of officers for the ensuing year was proceeded with, and resulted as follows:—Dr. Clark, Commodore; Mr. Hazeland, vice-commodore; Mr. Guy, secretary; Mr. G. Williams, treasurer; Mr. Craik, official measurer; and Messrs. McIver, Gibson, Haads and McKinstry, committee.

A vote of thanks was proposed by the Commodore to those members who had worked so hard in the interests of the Club during the past year, especially Mr. Howell, who had devoted many hours to the accounts.

The vote was carried by acclamation and the meeting terminated.

## THE WRECK OF THE "CHARTER-HOUSE".

The British Consul at Hoiohoi has informed the harbour authorities that five Chinamen, survivors of the wreck of the Hongkong steamer "Charterhouse," were picked up by the German steamer "Mathilde" and taken to Hoiohoi.

## CANTON SUBSIDIARY COINAGE.

A WILEY MINT MASTER.

We gather from the *Chung Nghi San Po* that the movement to reduce the issue of twenty and ten cent pieces at Canton is not being very honestly encouraged. The order to reduce is going to be obeyed, but not until another flood of this depreciated currency is poured on the market.

It appears that about twenty thousand taels worth has been issued every day, with such results that the British Consul at Canton, fearing for the trade of the port, warned the provincial government what was happening. There was no disguising the heavy discounts in exchange deals, so the Viceroy issued instructions, as we reported at the time, to coin fewer.

The officer in charge of the mint failed to appreciate the necessity for this order. He is afraid, our Chinese contemporary ingeniously remarks, that if he stops coining, large quantities of Hongkong currency will flow into Canton, "so that the profit will be solely reaped by another country." He perhaps does not believe that the Hongkong Government is sincere in its determination to forego these profits.

It is announced that at the end of the eighth moon, [Oct. 17th] a further reduction in the Canton issue will be made, but the mint has no idea of suspending operations altogether, even for the short period necessary to effect a recovery. Meantime, it promises to issue no more than five thousand taels worth a day.

## POLICE COURT.

Monday, October 8th.

BEFORE MR. H. H. J. GOMPERTZ  
(FIRST POLICE MAGISTRATE).

## ALLEGED UNLAWFUL POSSESSION.

The remand case in which Mrs. Mason of No. 7 Salisbury Avenue, Kowloon, was charged with being in unlawful possession of two black-and-white stock was concluded.

His Worship told defendant that she must be careful in her dealings with Chinese hawkers, as very often the articles they sold were not properly come by. In this instance he did not think a *prima facie* case had been made out, discharged the defendant, and ordered the police to restore the stocks.

## GAMBLERS IN AN OFFICER'S HOUSE.

Twelve natives were charged with playing ngapai in the servants' quarters of Lieutenant Duncan's house at No. 1 Salisbury Avenue, Kowloon, on Sunday evening. Ten of them were further charged with being on the premises without the tenant's permission.

From the evidence it appeared that on the night in question Lieut. Duncan came to Hongkong to spend the evening at the Peak, leaving his house in charge of his two "boys." Knowing that he would not return for sometime, the "boys" decided to have a gambling party, and invited ten outsiders into the quarters to play ngapai. While the game was in progress Detective Wilden and a posse of police raided the quarters by virtue of a gambling warrant and arrested the defendants.

His Worship fined the first defendant \$15; the seventh, who had a previous conviction, \$10; and discharged the twelfth, who was a boy. The remainder were fined \$5 apiece on each of the charges.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

## HIGHWAY ROBBERY.

The hearing of the case in which Lui Fat and another were charged with robbery with violence on the Aberdeen Road was concluded.

Chief Detective Inspector Hanson prosecuted, and prisoners were undefended.

Chan Wa-sing stated that on the morning of September 15th he and his fok were travelling from Wan-chai to Deep Water Bay, to buy fish. Each of them carried two empty baskets on a pole. When about half way down the hill from the reservoir three men sprang out of a clump of bushes and barred their path. One of the robbers was armed with a dagger, and the faces of the three were covered with white cloth. The other two men rushed at him and knocked him down, one catching

## S.S. "TEAN" IN A TYPHOON.

Captain A. Sommerville, master of the S.S. "Tean," has obliged us with the following account of her experiences in the typhoon of September 27th and 28th:

Lat. 20 degrees 05 N., 116 degrees 01 E.  
S.S. "Tean."

The China Navigation Company's S.S. "Tean" left Hongkong for Manila on Wednesday September 26th. At that time notice of a typhoon had been given, the storm being East of the Philippine Islands and travelling West. As it was such a distance away, and would probably pass South of Manila, no danger from it was anticipated. At midnight, Wednesday, the barometer stood at 29.91. Then 28. Wind N.E. Force 3. Very fine weather. At noon on Thursday, the weather still had a fine look, but the wind was freshening from the N.E. N. Bar. 29.91. Then, 28. Wind Force 1. Lat. 20 degrees 05 N., Long. 115 degrees 01 E. Between noon and 4 p.m. the barometer fell rapidly—the wind shifted to N.N.E. and the weather looked very threatening. Madly flying fast about the decks, doubly laden, timbers, cattle fittings, etc. Bar. 29.91. Then, 28. Wind N.E. Force 3. At 6 p.m. observed light cirrus clouds floating high up in the sky. Knowing this to be an almost certain indication of an advancing storm, and being uncertain as to the direction of the movement of the storm centre, I decided to leave to await developments. The barometer fluctuated slightly between 4 and midnight, recording 29.90. Then ran to the South East (2 miles) in order to have a good clearance of the Pratas Shoals and then have to again at 1 a.m. the barometer falling rapidly, 1 a.m., 29.51. The gale from this time rapidly increased in force, with heavy driving rain squalls and the sea steadily rising, the wind remaining at N.N.E. The subsequent readings were: 1 a.m., 29.44; 9 a.m., 29.30; 2 p.m., 29.00; 7 p.m., 28.85; 5 a.m., 29.42; 10 a.m., 29.27; 3 p.m., 28.96; 7 a.m., 28.82 (the lowest reading); 6 a.m., 29.40; 11 a.m., 29.25; 4 p.m., 28.93; 7 a.m., 29.37; Noon, 29.11; 5 p.m., 28.99; 8 p.m., 28.91; 8 a.m., 29.35; 1 p.m., 29.04; 6 p.m., 28.87; 9 p.m., 28.96; 20 a.m., 29.12; 9 a.m., 29.10; 11 a.m., 29.16; mid-night, the barometer rising very rapidly afterwards. At 4 p.m., 29th the wind and sea which had been very terrible previously, started to moderate but as the glass was still falling, we concluded the centre of the storm was near (Position 20 degrees 05 M., 116 degrees 01 E.). At 5 p.m., 29th, scarcely any wind. The sky cleared overcast and the sun shone out but very heavy misty clouds towards the horizon. Another curious fact was that high upon the clear was an advancing arch of cirrus clouds followed by strata coming from the S.E. and we estimated the centre to be in that direction possibly two or three miles away. The sea was curiously lumpy and we observed many fish of about three feet in length, being as it were thrown out of the water by these little pyramids of sea caused through the meeting of opposite seas. Hundreds of small land birds were also seen flying about, some of which alighted on the ship and were caught. The wind giving indications of shifting to the Southward, I concluded we were in the Northern centre of the storm, and issued orders to drive to the Eastward as hard as possible, as it was obvious the storm was passing a short distance South of us. The wind started again from the E.S.E. at 6.30 p.m. At midnight the wind was S.E. blowing with tremendous fury, and the sea being very terrible as we passed round the receding quadrant of the storm, in fact we all thought that it was even worse than when facing the advancing quadrant. At 4 a.m. on the 29th the wind moderated somewhat and by 8 a.m. we were enabled to lay our course, and continued our voyage to Manila. The ship behaved splendidly during the storm, suffering no damage whatever and all on board were loud in their praises of the sea-going qualities of the vessel.

## THE DEFENCE OF KOREA.

The following information from Japanese sources bears out to some extent our private information recently embodied in leading articles:

It is in contemplation, from all accounts, to establish fortified naval stations at two points on the east coast of the Korean peninsula, both of which possess to some extent historical interest as having been places coveted by Russia in the days when she sought an ice-free naval depot far the southward of Vladivostock. One the famous Port Lazarev, immediately to the north of the open port of Gensan, the other the equally well-known Chin-ka-hai Harbour, often named Chin-ka-wan, facing the Straits of Tsushima. Great efforts were made by the Russians to induce the Government of Korea to grant a lease of a fortification at this Havasu of Chin-ka-hai, which is close to the Port of Masapho, now open to the commerce of all nations. In both cases the projected naval depots will be capable of strong defence, and the fortifications, which are to be undertaken at Japan's own expense, form part of the grand scheme for the protection of the Japanese Empire which the naval and military authorities are charged with. As far as possible nothing will be left to chance.

Port Lazarev, or Yeung-tung, opens out of the upper part of Gensan Bay, the town being some fifteen miles north of the treaty port just mentioned. It was visited somewhat frequently by both Russian and Japanese warships during the war, especially when the Vladivostock squadron was seeking an opportunity to co-operate with the Port Arthur squadron and Admiral Kanamaru was endeavouring to prevent a junction of the two Chin-ka-hai Harbours in the channel between Ke-je-do Island and the mainland of Korea. It directly faces Tsushima, at a distance of only 20 miles, and this fact alone was sufficient to compel Japan to make every effort to prevent the place falling into any other nation's hands. There is a torpedo-boat station at the southern extremity of Tsushima, and on the mainland there is the Sasebo Naval Station not far away, and the Straits of Shimonoseki are, as everybody knows, adequately protected likewise, so that the approach to the inland sea of Japan will be more than ever well defended when the Chin-ka-hai fortifications shall have been completed.

## GERMAN COLONIAL DEPARTMENT.

## PRINCE HOHENLOHE'S FUTURE CAREER.

The sensation created last month in Berlin by the change in the directorship of the Colonial Department seems to have been considerable. On Sept. 5th a semi-official communication was published in the Press enlarging the self-sacrificing devotion to his duty of Prince Hohenlohe-Langenburg, whose retirement, it appears, was due to the initiative of Prince Bulow.

Prince Hohenlohe had a long conversation with the Emperor and Herr von Tschirkyz in the royal Cottage of Pausenholz, and much speculation followed concerning the character of his future career in the service of the Empire. He may shortly supersede his septuagenarian father as Staatsratler of Alsace-Lorraine. That question of considerable constitutional importance was involved in the resignation of Prince Hohenlohe may be regarded as certain. The Prince complained, with justice, that he was inadequately supported by the leading officials of his department, and it is suspected that this circumstance furnishes the true explanation of the official encouragement which was apparently accorded to Colonel Deininger in South-West Africa to proceed with the construction of a railway to Keetmanshoop, regardless of the refusal of the Reichstag to sanction that undertaking. Prince Bulow, as soon as reports of Colonel Deininger's intention reached him, immediately published a semi-official note in the *North German Gazette* affirming that the alleged project of the masterful colonel had not been countenanced by the Imperial Government. The Chancellor judged that such a project, unless promptly thwarted, would occasion a serious constitutional struggle between the Government and the Reichstag.

Even the appointment of Herr Denning as the successor of Prince Hohenlohe, already reported in the *Daily Press*, will not obviate the essential necessity of that struggle, for the Government, it is understood, is resolved to press for the conversion of the present Colonial Department into an independent Imperial office. That demand, however, the Roman Catholic Party, which maintains its ascendancy in the Imperial Diet, is determined not to concede unless the Government consents in return to accord the Reichstag a proper measure of control over Colonial affairs. Herr Erzberger, the Deputy who has led the anti-Colonial campaign in and out of Parliament, publicly declared yesterday that the Reichstag could not permanently tolerate a state of affairs by which the administration of the Colonies was entirely regulated by Imperial audiences while the Reichstag had only the right to sanction the necessary expenditure. He affirmed that in the present Colonial Department most important documents were signed in the name of the Chancellor by young assessors and officials who did not even trouble to consult either the Director of the Department or the Chancellor. The Colonial Council, which is supposed to control the Colonial Department, was, Herr Erzberger added, farce, and the fact that its members included the heads of firms who were financially interested in the administration of the Protectorates rendered its abolition a matter on which the Reichstag must insist. Herr Erzberger suggested that a Parliamentary Commission should be appointed by the Reichstag with authority to supervise Colonial affairs. Without some such concession as this to the principle of Parliamentary Government the Roman Catholic Party, he said, would never consent to the establishment of an Imperial Colonial Office.

Apart from the Parliamentary aspect of the change in the Colonial Directorate, it appears certain that the appointment of Herr Denning will have the effect of inducing German capitalists to invest their money to a greater extent than hitherto in the Colonies. Many people, indeed, are already prophesying a Colonial boom as the direct result of Herr Denning's financial connections. Hitherto the Protectores have been popularly regarded in this country as the "grave-yard of subsidies."

## THE CHINESE MANDARINATE.

## INTELLIGENCE CO. MENT.

The *Yorkshire Daily Observer* of Bradford says—There is a striking persistency in the attempt to convince the world that the Chinese movement is only a cover for treacherous designs upon foreign rights and foreign property. The old story is reiterated by a correspondent at Shanghai. The legitimate aspirations of the masses, the enthusiasms of the student, and the patriotic instincts of the people are alike being diverted, we are assured, into channels intended to increase the wealth and power of the corrupt Mandarins. The Mandarin, we know, has always been more or less corrupt, and doubtless is so still. But what is real significance, after all, is that there should be aspirations of the masses, enthusiasms of the student, and patriotic instincts of the people, and especially that these should be weighed enough to encourage in the Mandarins the hope of securing control of the customs, railways, and other things upon which foreigners set such great store. One can trust the foreign Powers to see that their rights are not encroached upon without due protest. If the aspirations, enthusiasms, and patriotic instincts now at work in China are really so formidable as they are, then alterations occur in them, the association should be able to inform its constituents promptly. The plan, if properly worked and adequately supported, should result in saving money, time, and trouble, at small expense, in regard to all matters of the class above indicated. It will not enable any trader who is ambitious to dispense with his own agents but it will free those agents from having to waste their time in sending home elaborate reports on such matters, and allow them to attend more closely to others, in which superior energy and ingenuity will tell.

## INDIVIDUALISTIC BRITISH TRADERS.

The *Times* recently referred in its City Intelligence to the formation of an association for fostering the export trade of the United Kingdom with the Colonies and foreign countries, by establishing agents all over the world who will supply reports and information which may aid British manufacturers in extending their business. The idea is not a new one, and previous attempts in the same direction have not made much headway; but that is no reason why better success should not attend the efforts of the association which has just come into existence. As was indicated, however, its chief will depend chiefly on the degree to which the average British manufacturer has been educated by events in the direction of being more ready to work, for some purpose, in concert with his rivals and competitors than he used to be. The influential support which the new scheme enjoys may enable it to make efficient arrangements for obtaining information, and for placing it before its members in a form suited to their needs, and with the promptness which is one of the most essential requirements of modern business. A well chosen staff of agents should have no difficulty in providing the news, and a well organized central body could deal with it when supplied. But it will depend on the members to make adequate use of the organization, and the British manufacturer has not, so far, shown much inclination to profit by the use of the kind that has been placed at his disposal by other smaller bodies. A man of energy and determination usually relies on his own methods of procuring the information he needs, and is not at all anxious to share it with others when he has it. If he is a man of less rigorous and eager temperament, he is rather apt to expect an association to do more for him than it can do. The Board of Trade have made a well conceived and well executed effort to obtain news and facts which are likely to be of interest to traders, and to pull down and make public the multifarious information which British diplomats and Consuls can supply, but they have not been well supported in the enterprise, and are, moreover, under a disadvantage, because the persons from whom part of their information is derived are under the control of another Government department.

It is believed, however, that the average British manufacturer will be obliged to abandon the extreme "individualistic" attitude which he shows in man, cases. In some industries it was partially abandoned long ago, when institutions like the British Iron Trade Association and similar bodies came into existence. It has always, however, been difficult to induce members of such associations to be quite frank about the details of their business, and only statistics of a general character are allowed to be made public. It is well known that the efforts of railway companies to give increased facilities as regards freight for agricultural produce have not been as effective as was hoped, owing to the unwillingness of farmers to co-operate with one another in making up loads large enough to fill trucks and trains. Except within narrow limits, British business men have until now been disposed to plough their own lonely furrows, and have united with their rivals only in supporting Bills in Parliament in which they were all interested, in devising measures of protection against a common danger, such as a big strike, and for similar purposes. This kind of combination does not involve any revelation of "trade secrets." What most manufacturers have a rooted objection to is the possibility that the amount of business they are doing and the people they are doing it with may become known to competitors and used to their detriment. There is no danger that a supporter of the newest association for supplying reports and news to manufacturers, or of any of the existing bodies which have been trying to work on the same lines, will find his secret made known to his rivals in consequence of his membership. He will be merely associated with others in furnishing money in order to procure, on a wholesale scale, information which will, in reality, be useful to all who have subscribed to obtain it. No one will be asked to say what his annual production is, whether it profits or makes, or where he does most of his business. There are, however, suspicious people who will be apt to fear that the nature of the inquiries they make at the office of the association and the information in which they show most interest will reveal something which they would prefer should remain hidden, and that this may leak out to their rivals. Businessmen will, it is hoped, abandon more and more this characteristically British attitude. Even in cases where successful competition does require a certain degree of secrecy, it does not demand that every competitor should learn everything by means of a special organization of his own. There is a good deal which must always be spoken to, the common property of all who choose to obtain it, because every one gets it without encountering difficulty or displaying special business ability. Such information includes, besides tables of import duties and similar official matter, facts as to the class of goods wanted at special places, how they should be sent, what the people who buy them usually expect to have to pay, how they are accustomed to make their payments, and many other matters. Such elementary data may alter from time to time, and when alterations occur in them, the association should be able to inform its constituents promptly. The plan, if properly worked and adequately supported, should result in saving money, time, and trouble, at small expense, in regard to all matters of the class above indicated. It will not enable any trader who is ambitious to dispense with his own agents but it will free those agents from having to waste their time in sending home elaborate reports on such matters, and allow them to attend more closely to others, in which superior energy and ingenuity will tell.

## CULTIVATION OF FRUIT AT WEIHAIWEI.

Mr. J. H. Stewart Lockhart, commissioner at Weihaiwei, reporting to the Colonial Office, says—Mr. Gibbons, the expert fruit grower sent out from home, arrived at Weihaiwei at the beginning of last year after having paid a visit to the German colony of Tsingtao, where he was treated with great courtesy, and the treaty port of Chefoo. As a result of his experience here during the year and of a second visit to Chefoo, Mr. Gibbons has no doubt whatever that fruit culture at Weihaiwei conducted on proper lines, should prove most successful. The climate of this territory is much in favour, for the weather does not prevent the trees from cropping, as is the case in many other countries. Frost ends completely some time prior to the blooming period, the air is dry, and there are no spells of cold, heavy rains to damage the bloom and prevent a set of fruit.

All the deciduous fruits and vines flourish in Chefoo and in this neighbourhood. The Chinese of this territory have hitherto grown chiefly apricots, pears, and vines. The apricots and pears are poor, common varieties, but the cropping capabilities of the trees afford evidence

of what the better kinds may be expected to do. Vines produce good bunches and ripen their fruit well, as is shown on the island of Liu Kang, where they have been cultivated, and in the extensive vineyards at Chefoo. If vines were properly cultivated here so as to produce good table grapes, there seems no reason why they should not find a ready sale in Shanghai and other neighbouring ports.

Fruit trees of numerous varieties were obtained from home, and arrived early in April. As was to be expected, they had grown somewhat on the journey, which sapped their vitality to a certain extent and made them more difficult to establish than if they had remained completely dormant. But notwithstanding this drawback, and the dry winds and hot suns experienced before the rainy season commenced, the trees as a whole did well. The apples and pears nearly all survived, and all the other kinds of trees, such as cherries, plums, peaches, and nectarines that established themselves have made a satisfactory growth and look very promising. An orchard has been planted to test the merits of the different varieties, so as to obtain a clear idea of their value.

What is required to make fruit-growing a success at Weihaiwei is the investment of capital in the enterprise. The inhabitants of this territory are small landholders, who require their land for ordinary crops, and have not been accustomed to devote much of their ground to the culture of fruit. But if a company with sufficient capital were formed and fairly large areas of land purchased for growing fruit on proper lines, it seems pretty certain that a profitable export trade could be established to Shanghai and other ports. It is hoped that when the Government has demonstrated, by the experiments now being made with fruit trees of various kinds, that Weihaiwei is a favourable centre for growing fruit, private enterprise will be encouraged to establish a trade in fruit.

The Government Free School, established in 1904 at Port Edward, in which English and Chinese are taught has become so popular that it has been necessary to restrict the number of pupils to sixty pending consideration of the general question of education in this territory and arrangements for more suitable buildings as school premises.

The Weihaiwei school, under its headmaster Mr. Boer, which aims at a standard of education similar to that of the average grammar school in England, was first opened in January, 1904, when there were four day scholars, and the school premises consisted of one room. Since then a new building has been erected, capable of receiving 40 pupils. The number of pupils in attendance at the school last year amounted to thirty-three. Only pupils of European or American parentage are received. The progress made by the school since it was first established shows that it supplies a want. The health enjoyed by the boys is excellent. During a period of five years only two cases of infection or preventable disease have occurred, and it is not certain that they were not imported.

## H.M.S. "LORD NELSON."

THE NEW BATTLESHIP.

In the presence of many thousands of spectators His Majesty's battleship Lord Nelson was launched last month at Jarrow-on-Tyne by the Palmer Shipbuilding and Iron Company (Limited). The ceremony was very successfully accomplished, the huge vessel gliding easily and gracefully into the water amid great cheering and the whistling of a multitude of steamers in the river. The christening was performed by Viscount Ridley.

The Lord Nelson is a sister-ship to the Ark Royal launched on June 2nd last. The two vessels were given out under the naval programme of 1904-5, and were the first battleships designed by Sir Philip Watts after his appointment to the Admiralty as Naval Constructor. They mark an intermediate stage between the Dreadnaught and the King Edward VII. The main features of the Lord Nelson as compared with the Dreadnaught will be seen in the following table:

LORD NELSON.	DREADNAUGHT.
Length: 410 feet.	Length: 490 feet.
Breadth: 70 feet 6 inches.	Breadth: 82 feet.
Draught: 27 feet.	Draught: 26 feet 6 inches.
Displacement: 16,590 tons.	Displacement: 17,300 tons.
Horse-power: 10,759.	Horse-power: 23,000.
Speed: 18 knots.	Speed: 21 knots.
Maximum coal-capacity: 1,800 tons.	Maximum coal-capacity: 2,500 tons.
Primary guns—Four 12-inch and ten 9.2-inch guns.	Primary guns—Ten 12-inch guns.
Cost: £1,016,083.	Cost: £1,797,817.

A feature of the Lord Nelson is her great gun-power. She will be armed with four 12-inch guns and ten 9.2-inch guns, five of the latter on each side. The 12-inch guns will be mounted in pairs on barbettes fore and aft, while eight of the 9.2-inch guns will be in twin barbettes in the centre of the broadside. In addition to these weapons there will be thirteen 12-pounder quick-fires, twenty-three 3-pounds, and two maxia guns, together with two guns for field use. The ship will also have five submarine tubes for firing torpedoes, two on each broadside and one on the stern. All the guns are on the upper deck, and have exceptionally large arcs of training. This is a feature which has characterised all Sir Philip Watts' ships since he returned to the Admiralty and affords an enormous advantage in height of gun-platform, which again tends to improve the accuracy of the broadside. The plate on the broadside is twelve inches thick, and the armour plate of the hull is ten inches thick. The ship will be able to withstand a broadside of 12-inch guns, and the broadside will be delivered by two crews. Her engine will develop their full capacity of 10,759 indicated horse-power, with 120 revolutions, equal to a piston speed of 600 feet per minute. Except the armoured plate, which has been manufactured at Sheffield, the battleship, her engines, and boilers have all been built by the Palmer Company at Jarrow.

At the christening ceremony the company included Viscount Ridley, Lord Barnard, Lord Rivers, Sir Charles Newbold, Sir Christopher Furness, M.P., Admiral Cleveland, and Sir William Worley. Sir Charles McLaren, chairman of the Palmer Company, presented a diamond ring to Lady Ridley as a souvenir of the occasion, and Viscount Ridley acknowledged the gift on behalf of his wife. In proposing "Success to the Lord Nelson," Sir Charles remarked that the new vessel was one of the three most powerful battleships afloat. Responding to the toast of "The Navy" Admiral Cleveland compared the Dreadnaught with the Lord Nelson, and said the former was of larger size and cost much more money, but in view of the enormous expense and of the difficulty of finding appliances abroad in case of necessity, he would be surprised if with her rapidly of working guns the Lord Nelson should turn out a fine fighting machine as the other.

Palmer's record for the half-century during which they have been building warships is exceptional. They have, in that period, constructed sixty-nine vessels, whose displacement aggregates 139,002 tons, with a total indicated horse-power of 318,880, and the greatest ship of all is the Lord Nelson.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$3.00

4 CARTRIDGE (25-15-6d.) \$6.00

## LONG. HING. &amp; CO..

No. 17, QUEEN'S ROAD.

THE BOAR'S HEAD BRAND.  
GUINNESS' STOUT.

## IRELAND'S BEST.

IF YOU REQUIRE STOUT, WHY NOT GET THE FULL VALUE OF YOUR MONEY IN OBTAINING THE BEST, ONLY THE BEST?

THERE ARE NO TWO OPINIONS ABOUT THIS  
PER CASE 8 DOZ. Pts. . . . . \$24.00  
PER DOZEN . . .

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for older copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: PRESS, Code: A.R.C., 6th Ed. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

A<sup>t</sup> THE SALES ROOM of the Undersigned NO. 8A, Queen's Road Central, TO-MORROW (WEDNESDAY), the 10th October, at 2.30 P.M., VALUABLE HOUSEHOLD FURNITURE, comprising: BEVELLED GLASS WARDROBES, MARBLE-TOP DRESSING TABLES and WASHSTANDS, BLACKWOOD TABLES and STANDS, BEDSTEADS, &c., &c. TERMS, As usual. C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Hongkong, 9th October, 1906. [1883]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

"HAITAN"

Captain J. S. Ross, will be despatched for the above Ports TO-DAY, the 9th inst., at NOON, instead of as previously advertised.

For Freight or Passage apply to:

DOUGLAS, LAFAIK & CO., General Managers.

Hongkong, 8th October, 1906. [1881]

"SHIRE" LINE OF STEAMERS,

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE,"

Will be despatched for the above Ports on or about the 15th inst.

For Freight or Passage, please apply to:

SHEWAN, TOMES & CO., Agents.

Hongkong, 8th October, 1906. [1884]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain Brillon, will be despatched for the above Ports on or about MONDAY, 15th inst.

For Freight or Passage, apply to:

G. DE CHAMPEAUX, Agent.

Hongkong, 8th October, 1906. [1881]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optical goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWEIT,

Superintendent.

Hongkong, 8th October, 1906. [1881]

## SITUATION WANTED.

MARRIED MAN, Gentleman, wishes to obtain Employment Office or outside. Willing to undertake anything. Address by letter to— "W. W." Care of "Daily Press" Office. Hongkong, 8th October, 1906. [1888]

## SITUATION WANTED.

A<sup>L</sup>VERTISER, Age 22, is desirous of obtaining OFFICE EMPLOYMENT willing to make himself generally useful. Address by letter to— "S. T." Care of "Daily Press" Office. Hongkong, 8th October, 1906. [1887]

LESSONS IN FRENCH & ENGLISH.

E<sup>X</sup>PERIENCED TEACHER gives Lessons in FRENCH and ENGLISH. Apply— OMEGA, Care of "Daily Press" Office. Hongkong, 28th September, 1906. [1884]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908 & 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909.

OPIUM FARM.

SPIRIT LICENSE FARM.

PAWNBROKING FARM.

CUSTOMS FARM.

GAMBLING RESTRICTION FARM.

For Particulars, apply to—

GIBB, LIVINGSTON & CO., Hongkong.

Hongkong, 31st July, 1906. [1495]

## INTIMATIONS

## FOR SALE.

TWO 300 Ton LIGHTERS and One TOWBOAT in First-Class Condition. Towboat Length overall 80 feet 0 in. Breadth 16 feet 0 in. Engines compound surface condensing type. For full particulars apply to— F. H. CROSSBY, C/o National Bank of China. Hongkong, 8th October, 1906. [1879]

FOR SALE.

DIVING APPARATUS. Prompt delivery. Apply— OWSTON & CO., Yokohama. 27th September, 1906. [1796]

## HONG KONG JOCKEY CLUB

THE HALF-YEARLY MEETING of MEMBERS will be held in the City Hall, on SATURDAY, the 13th October, 1906, at 12 o'clock NOON.

By Order, T. E. HOUGH,

Clerk of the Course.

Hongkong, 29th September, 1906. [1823]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Offices of the Undersigned, at 12 o'clock (Noon) on SATURDAY, the 26th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 15th instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Canton Insurance Office, Ltd.

Hongkong, 3rd October, 1906. [1843]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvement can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the inquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

A<sup>L</sup>Y person examined as a witness in the inquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

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## with which is incorporated

THE CHINA OVERLAND TRADE REPORT, Subscription paid in advance, \$10 per annum. Postage to any part of the World \$2

## ENTERTAINMENTS

## TYphoon Relief Fund.

## THE SPECIAL ENTERTAINMENT

the proceeds of which are to be devoted to the above Fund, will be held in the CITY HALL, (THEATRE), TO-MORROW EVENING (WEDNESDAY), OCTOBER 10TH, at 9.15 P.M.

TO LET

PART I.

WALTZ...Gold and Silver...Band of the West Kanti Regt.

2. PROLOGUE...The Shipwreck...Miss Rose

3. CUTLERS EXERCISE...Men of H.M.S. Flora

4. SONG...Drake's Drum...Mr. G. Balloch

5. SONG...She wandered down the mountain side...Mr. Newborn

6. MUSICAL SKETCH...Mr. R. Sutherland

7. SONG...Come Sweet Morning...Mr. F. H. Thomas

8. SONG...Prologue-Paginace...Rev. Longridge

PART II.

1. Selection from La Musette...Band of the W.K. Regt.

2. BAYONET...BAVONET...Men of W.K. Regt.

3. SONG & DANCE...Just a little bit of string Mrs. E. W. Mathland

4. SONG...Selected...Lt. Cross, R.A.

5. HORNSPIPE...Miss Rowe

6. FIVE Minutes at Margate

7. SWORD DANCE...Lt. Fraser, R.A.M.C.

8. LATE TRAM will run after the Performance, usual daily fares.

TICKETS: Price \$1, \$3 and \$1. may be obtained at the ROBINSON PIANO COMPANY.

ENTRANCE FEE: Price \$1, \$3 and \$1. may be obtained at the ROBINSON PIANO COMPANY.

Entrance Committee, Hongkong, 8th October, 1906. [1890]

## A CONCERT

## VOCAL &amp; INSTRUMENTAL

In aid of the Construction of a Soldiers' Recreational Pavilion

WILL BE HELD ON

THE VOLUNTEER PARADE GROUND,

ON FRIDAY, OCTOBER 12TH,

AT 9.15 P.M.

UNDER the Distinguished Patronage and presence of H.E. the GOVERNOR Sir MATHEW NATHAN, K.C.M.G., COMM

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

**T**HE P. & O. S. N. Co's Steamer  
"SIMLA"  
FROM LONDON, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their wharf in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This Vessel brings on Cargo—

From London, &c., ex-*Birdman*.

Optional goods will be landed here unless instructions are given to the contrary before 3 hours.

Goods not cleared by the 10th Inst., at P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Goods-downs for examination by the Consignee's and down to the Consignee's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 1st October, 1906.

**BOSTON TOW BOAT COMPANY.**  
NOTICE TO CONSIGNEES.

**STEAMSHIP "LYRA"**  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOLU AND MANILA.

**T**HIS above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LTD.  
Agents.

Hongkong, 2nd October, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE"  
FROM ANTWERP, LONDON AND  
STRAITS.

**C**ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 9th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Oct., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th Oct., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd October, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND  
STRAITS.

**T**HE Steamship  
"MERIONETHSHIRE,"

Captain C. J. Birch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Oct., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME & CO., Agents.

Hongkong, 4th October, 1906.

[1802]

NATAL LINE OF STEAMERS

**T**HE Undersigned GENERAL AGENTS IN CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING FOR all the principal ports of SOUTH AFRICA, in connection with INDIA-CHINA TRADE NAVIGATION Co's forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every for night Freight and further particulars, apply to

DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Hongkong, 4th August, 1898.

**MARTIN'S APIOL & STEEL PILLS**  
For Ladies. A Remedy for all Irritation. Thousands take a set of Martin's Pills in the Morning and are soon relieved. Those who use them recommend them to all.

MADE IN ENGLAND  
SOUTHAMPTON, ENGLAND.

[63]

ON SALE  
RATES OF EXCHANGE  
AT HONGKONG,  
FOR

DEMAND DRAFTS ON BOMBAY,  
On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO  
RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (from 1900),  
and other Useful Information.

PRICE: \$1 CASH.  
On Sale at the "DAILY PRESS" Office, for  
Local Booksellers.

Hongkong, 16th April, 1906.

## ENGLAND IN THE PACIFIC.

To say that England has a special claim upon the Pacific—an ocean extending over a fourth part of the globe—is more sound and logical than it has ever had half the prestige in the South Seas that we own to-day. Our captains have charted and surveyed the ocean from America to Asia, and are doing so still. Credit in this matter is not to be refused to other nations; but the very nonentity of the Pacific betrays the share taken by England in charting and discovery. Our early sailors and settlers had the first stones of civilization, and our missionaries raised the walls. The trade of the islands, now being shared out among several nations, was almost purely English for a long time, and the general feeling of respect and liking for white men, that is traditional in most of the islands, is due in a very notable degree to our greatest sea-explores, Captain Cook.

One must go to the South Seas to realize what this single Englishman did for a fourth part of the world. Spoken tradition and records for his achievements are strong in the islands, and time is always indefinite in history. They talk in Samoa and Tahiti, and the Cook Group, and the Friendly Islands, of "Tui" and his times, as though the great sailor had visited those seas but 20 years ago. Relics of his visits are preserved in old houses, tales of him are told by old men in the long, hot, moonlight nights, as one sits listening to the song of the coral reef under the dark leaves of pandanus trees. It may be because of Cook, and it may be because the islanders admire the British type in general, but it is certain that the islands of the Pacific left to carry out their own wishes regardless of political consequences, would vote solid for British rule. English is the language of commerce in the east, pigs, upland, and some of its islands are more than a thousand square miles in extent. It will be a long time, however, before the whole group is explored and tamed down, and its waste lands thrown open to white occupation, as the islanders for the most part densely forested, very irregular, and inhabited by savages, cannibal tribes. Nevertheless the importance of such a position to France and to Great Britain, that neither country ventures to ignore the hostility of the other by annexing it. In Port Swindon, Port Stanley, Havasu Harbour, and others, the islands own a series of harbours unmatched in the Western Pacific, and of the greatest value as possible naval stations. France does not need it as a pendant to New Caledonia; England needs it hardly as a safeguard to Australia from which it is distant but three or four days' steam, but is unknown in the matter, and quite ready to lose things as they are for the present—an agreeable dream, but it doesn't last, since "things" are not ready to co-operate. It is among the commonest of sayings in Vila, the capital of the New Hebrides, and among French etielle all over the Pacific, that the continuance of the present indefinite state of affairs spells certain ultimate triumph for France. Since the recent decision of the Anglo-French Cession, which left all matters of ownership in abeyance, the French colonial Press has been confidently and joyously predicting the ultimate acquisition of the whole group by France, and adding comments on British diplomacy that are the reverse of flattering. Certainly our friends cannot be accused of neglecting their interests in those regions. Where we hesitatingly spend a shilling in steamship subsidies, they cheerfully hand out a pound. Where we struggle the British gather with Australian duties, they may the French colonist with magnificent bounties and take his goods into New Caledonia and into France almost duty free. Where we leave our people to work out their own salvation unaided, they not only take excellent care of all their own, but make things so tempting to all who care to naturalize themselves as French subjects, that there is not a little leakage to the French flag from the British. We had the greatest share in naming and charting the islands; we discovered many of them, policed them with our men of war, sent missionaries out from the very earliest time—to whose efforts the small share of civilization actually enjoyed by the islanders is very largely due. The foundations of the trade, and before 1850 there was not a French subject in the group. Now, through the happy policy of letting alone, the French settlers far exceed the British, own most of the land, and claim most of the rest; trade is three-fourths French, and in the future, so far as can be seen, will probably be French altogether. To comment on such a state of affairs would be a hopeless and a thankless task.—Traces.

bearing, providing an income of several hundred pounds a year, and prepared to go on, bar accidents, for 60 or 70 years more. In the meantime, banana growing, vanilla, the production of millet, peanuts, or various drugs help the planter to tide over the time of waiting. Cocoanuts, in spite of the slow growth of the tree, are considered one of the best and most productive investments for a man's money, if he can afford to wait, since the demand for the dried fruit of the nut (known all over the Pacific as copra) is steadily on the increase, and has of late years decidedly exceeded production. More than one great trading firm, in consequence, has been buying up islands, and making independent plantations, to ensure a regular supply. The oil obtained from the nut-meal has many commercial uses, but the most important trade is done with soap-making firms, British and colonial. The intending settler in the Pacific Islands must not expect to make money by native trading, which is almost all in the hands of a few big exporting firms. Nor must he, as a rule, expect to acquire a large fortune by any means whatever. The islands outside of the Fiji, which offer almost unlimited opportunities to energetic new blood at present, can furnish only a restricted outlook, in most cases. But a man may live on little, and enjoy good health, happiness, and satisfactory prospects for his children, or his old age. Information as to the prospects of the various groups is best sought, in every case, from the Governor or Resident Commissioner, as suitable settlers are usually desired by governmental authorities, though disliked by many of the older inhabitants, whose point of view, in a limited field, is naturally different.

All this is the colonization point of view, leaving the strategic point aside for the moment. But it must never be forgotten that the latter is of the highest importance. This needs saying just now, and saying again. The lesson that Germany taught us in connection with the Solomons and New Guinea is not present in process of being read a second time by France over the New Hebrides. This group, about which so much has been heard of late, is only of moderate importance as a possible colony. It extends over 800 miles of sea, and some of its islands are more than a thousand square miles in extent. It will be a long time, however, before the whole group is explored and tamed down, and its waste lands thrown open to white occupation, as the islanders for the most part densely forested, very irregular, and inhabited by savages, cannibal tribes. Nevertheless the importance of such a position to France and to Great Britain, that neither country ventures to ignore the hostility of the other by annexing it. In Port Swindon, Port Stanley, Havasu Harbour, and others, the islands own a series of harbours unmatched in the Western Pacific, and of the greatest value as possible naval stations. France does not need it as a pendant to New Caledonia; England needs it hardly as a safeguard to Australia from which it is distant but three or four days' steam, but is unknown in the matter, and quite ready to lose things as they are for the present—an agreeable dream, but it doesn't last, since "things" are not ready to co-operate. It is among the commonest of sayings in Vila, the capital of the New Hebrides, and among French etielle all over the Pacific, that the continuance of the present indefinite state of affairs spells certain ultimate triumph for France. Since the recent decision of the Anglo-French Cession, which left all matters of ownership in abeyance, the French colonial Press has been confidently and joyously predicting the ultimate acquisition of the whole group by France, and adding comments on British diplomacy that are the reverse of flattering. Certainly our friends cannot be accused of neglecting their interests in those regions. Where we hesitatingly spend a shilling in steamship subsidies, they cheerfully hand out a pound. Where we struggle the British gather with Australian duties, they may the French colonist with magnificent bounties and take his goods into New Caledonia and into France almost duty free. Where we leave our people to work out their own salvation unaided, they not only take excellent care of all their own, but make things so tempting to all who care to naturalize themselves as French subjects, that there is not a little leakage to the French flag from the British. We had the greatest share in naming and charting the islands; we discovered many of them, policed them with our men of war, sent missionaries out from the very earliest time—to whose efforts the small share of civilization actually enjoyed by the islanders is very largely due. The foundations of the trade, and before 1850 there was not a French subject in the group. Now, through the happy policy of letting alone, the French settlers far exceed the British, own most of the land, and claim most of the rest; trade is three-fourths French, and in the future, so far as can be seen, will probably be French altogether. To comment on such a state of affairs would be a hopeless and a thankless task.—Traces.

REFORMED SPELLING.

PRESIDENT ROOSEVELT ANTICIPATES CRITICISM.

KING EDWARD HOUSE.

Mr. & Mrs. W. H. Allen & 2 children

Capt. and Mrs. Russell Almond

Mr. & Mrs. N. M. Avery

Miss Avery

Mr. & Mrs. B. F. Ball

Mr. & Mrs. W. L. Barnes

Mr. & Mrs. G. H. Bishop

Mr. & Mrs. J. B. Black

Mr. & Mrs. J. B. Bond

Mr. & Mrs. J. C. Bowles

Mr. & Mrs. J. C. Brinkley

Mr. & Mrs. J. C. Clegg

Mr. & Mrs. J. C. Collier

Mr. & Mrs. J. C. Conner

Mr. & Mrs. J. C. Cowell

Mr. & Mrs. J. C. Cribbs

## SHIPPING.

## ARRIVALS.

BONNAT MARU, Japanese str., 3,398 G. Ichi-kawa, 8th Oct.—Shanghai 5th Oct., General—Nippon Yasei Kaishi.  
DAPHNE, German str., 1,257, Schipper, 8th October—Chefoo 3rd October, General—Hamburg-Amerika Linie.  
EADWELL, British str., 2,856, Wm. Lockhart, 3rd October—Amoy 6th October, General—Doddwell & Co.  
GEISELVAI, German str., 5,003, G. Bolte, 8th October—Yokohama 29th Sept. and Shung-han 6th Oct., Mails and General—Melschers & Co.  
JASON, British str., 4,800, T. G. Steeves, 8th October—Singapore 2nd Oct., General—Butterfield & Swire.  
KUICHOON, British steamer, 8th October, from Canton.  
MACHAN, British str., 4,276, G. W. Long, 8th October—Shanghai 5th Oct., General—Butterfield & Swire.  
MAZAGAN, British str., 3,279, S. H. Selby Hall, 8th Oct.—Bombay 18th Sept., General—P. & O. S. N. Co.  
PRINCES AD. CO., German str., 8th October—Bremen and Singapore 4th Oct., Mails and General—Melschers & Co.  
STEVIA, German str., 4,149, Krause, 7th Oct.—Shanghai 1st Oct., General—Hamburg-Amerika Linie.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
Oct. 8th.  
Erroll, British str., for Singapore.  
Halvad, Norwegian str., for Sourabaya.  
Kneichow, British str., for Tientsin.  
Strathmore, British str., for Pulo Lant.  
Veneta, British str., for Calcutta.  
Choyang, British str., for Swayt.

## DEPARTURES.

Oct. 8th.  
CHANGHOU, British str., for Tientsin.  
CHANGSHA, British str., for Australia.  
CHANGHUA, British str., for Amoy.  
HELENE, German str., for Quinton.  
KANKEI MARU, Japanese str., for Bangkok.  
KWANGLIU, Chinese str., for Canton.  
PHRANOM, German str., for Swatow.  
PROGRESS, German str., for Toulon.  
RUYU MARU, Japanese str., for Kobe.  
YANMOO, Korean str., for Foochow.  
YIHOW, British str., for Shanghai.

## SHIPPING REPORTS.

The German str. *Suevia* very strong N.E. monsoon.

The British str. *Erroll* reports: Strong N.E. monsoon and hazy. Spoke Lyra, in lat. 25° N. long. 117° E.

The British str. *Mazagan* reports: Fine weather first portion of voyage, last three days strong to moderate gale with high sea.

The British str. *Jason* reports: Had fine weather with westerly winds up to Pulo Sepatu, and from there experienced strong northerly winds with high seas and heavy rain squalls.

## VESSELS IN DOCK.

Oct. 8th.  
ABREUEN DOCKS.—Signal, *Hawke*.  
KOWLOON DOCKS.—*Sorrowsong*, Vigilante, Ch. Hardman, Johanne, Pri, Franchise, Fatahian, Montague, Chortui, Quinta, Chinkai Maru, H.M.S. Robin, Devastation.  
COSMOPOLITAN DOCKS.—I. F. Chapman.

VESSELS ON THE BERTH  
FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"GREGORY APCAR," Captain S. H. Belsen, will be despatched for the above Ports, TO-DAY, the 9th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 2nd October, 1906. [1807]

FOR SWATOW, AMOY AND TAMSUI.

## THE Steamship

"NISIN MARU," Will be despatched for the above Ports on THURSDAY MORNING, the 11th inst.

For Freight and Passage, apply to MIDUSIMA & CO., General Agents.

No. 4, Queen's Road Central, Hongkong, 5th October, 1906. [1877]

FOR KOBE AND MOJI.

## THE Steamship

"KOUN MARU," Will be despatched for the above Ports on THURSDAY, the 11th inst.

For Freight and Passage, apply to FUKUSEI CO., Agents.

1st Floor of Chartered Bank, Hongkong, 2nd October, 1906. [1883]

NAVIGATIONS GENERALE  
TO ALANA.  
(Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG.

Having connection with Company's Mail

Steamer to Aden, Suez, Port Said,

Messina, Naples, Leghorn and Genoa,

also Venice and Trieste, all MEDITERRANEAN PORTS.

Also VENICE, AEGAEAN, LEVANTINE and

SOUTH AMERICAN PORTS up to Callao.

(Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENCIA, ALICANTE, ALMERIA and

MALAGA.)

## THE Steamship

"CAPRI," Captain Belotti, will be despatched as above on FRIDAY, the 12th Oct., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 2nd October, 1906. [1844]

ORIENTAL PACIFIC LINE.

FOE MOJI, KOBE & SAN FRANCISCO.

## THE Steamship

"TUSCARORA," Will be despatched for the above Ports on FRIDAY, the 12th inst.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th September, 1906. [1724]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "b." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	MERIONETHSHIRE...	Brit. str.	—	J. D. Andrews, E.N.E.	SHEWAN, TOMES & CO. .... P. & O. S. N. Co. ....	About 15th inst.
LONDON VIA UNUSUAL PORTS OF CALL.	DELHI...	Brit. str.	—	A. W. Anderson, E.N.E.	On 20th inst., at Noon.	
LONDRES & NEWPORT VIA SINGAPORE, &c.	MANILA...	Fren.str.	—	Courte...	About 24th inst.	
MANSEILLE & VIA PORTS OF CALL.	OCEANIEN...	Ger. str.	—	Grosch...	On 16th inst., at 1 P.M.	
BREMEN VIA PORTS OF CALL.	NEUSENNAU...	Ger. str.	k. w.	Krause...	To-morrow, at Noon.	
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SUEVIA...	Ger. str.	k. w.	Peter...	On 16th inst.	
HAVRE & ANTWERP & HAMBURG.	SENEGAMBIA...	Ger. str.	k. w.	Hildebrand...	On 16th Nov.	
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA...	Ger. str.	k. w.	Bredt...	On 30th Nov.	
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA...	Ger. str.	k. w.	Schmidt...	On 23rd Dec.	
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA...	Dan. str.	k. w.	Melchers & Co...	About End of Oct.	
HAVRE & HAMBURG VIA STRAITS, &c.	NIKOBAR...	Dan. str.	k. w.	Filler...	On 2nd Nov.	
HAVRE & HAMBURG VIA STRAITS, &c.	HABSBURG...	Ger. str.	k. w.	von Hoff...	On 14th Dec.	
HAVRE & HAMBURG VIA STRAITS, &c.	RHENANIA...	Aus. str.	—	Craigietto...	On 20th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	PERSIA...	Rus. str.	—	Sander, Wielke & Co...	About 5th Nov.	
HAVRE & HAMBURG VIA STRAITS, &c.	BALTIKA...	Rus. str.	—	Melchers & Co., LTD...	DODWELL & CO., LTD., Agents.	
HAVRE & HAMBURG VIA STRAITS, &c.	ERROLL...	Am. str.	—	Shewan, Tomes & Co...	Hongkong, 2nd October, 1906. [1877]	
HAVRE & HAMBURG VIA STRAITS, &c.	YEDDO...	Brit. str.	1 m.	Arnold, Kaberg...	THE Steamship	
HAVRE & HAMBURG VIA STRAITS, &c.	TARTAR...	Brit. str.	2 m.	Canadian Pacific R. Co...	STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS:	
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF CHINA...	Am. str.	—	E. V. Roberts...	OCEANIEN."	
HAVRE & HAMBURG VIA STRAITS, &c.	SHAWMUT...	Am. str.	—	W. E. C. Filmer...	Captain Courte, will be despatched for MARSEILLE, on TUESDAY, the 16th October, at 1 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	KASATO MARU...	Ger. str.	—	G. Wendig...	This Steamer connects at Colombo with the Australian line s.s. <i>Dunbar</i> , bound for Manila via BOMBAY and Aden.	
HAVRE & HAMBURG VIA STRAITS, &c.	SANDAKAN...	Ger. str.	—	Heims...	Passage tickets and through Bills of Lading issued for above ports.	
HAVRE & HAMBURG VIA STRAITS, &c.	EMPIRE...	Ger. str.	—	Schiffer...	Cargo also booked for principal places in Europe.	
HAVRE & HAMBURG VIA STRAITS, &c.	DAPHNE...	Ger. str.	k. w.	F. W. Northcombe...	Next sailings will be as follows:	
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOMIA...	Ger. str.	—	Brohmer...	S.S. "TOURANE" ... 30th Oct.	
HAVRE & HAMBURG VIA STRAITS, &c.	PESSOA...	Ger. str.	—	Barillier...	S.S. "AUSTRALIEN" ... 13th Nov.	
HAVRE & HAMBURG VIA STRAITS, &c.	KOEN MARU...	Ger. str.	—	C. L. Daniel...	S.S. "TONKIN" ... 27th Nov.	
HAVRE & HAMBURG VIA STRAITS, &c.	CEYLON...	Ger. str.	—	S. Tagami...	S.S. "ERNEST SIMONS" ... 11th Dec.	
HAVRE & HAMBURG VIA STRAITS, &c.	TUCAROBA...	Brit. str.	—	J. S. Rosch...	S.S. "CALEDONIEN" ... 25th Dec.	
HAVRE & HAMBURG VIA STRAITS, &c.	TIBRODA...	Dut. str.	—	Sommerville...	G. de CHAMPEAUX, Agent.	
HAVRE & HAMBURG VIA STRAITS, &c.	KWEIYANG...	Brit. str.	—	F. Mooney...	Hongkong, 3rd October, 1906. [1877]	
HAVRE & HAMBURG VIA STRAITS, &c.	WINGSAO...	Brit. str.	—	K. Redger...	JAVA-CHINA-JAPAN LIJN.	
HAVRE & HAMBURG VIA STRAITS, &c.	MAZAGAN...	Brit. str.	—	R. Almond...	FOR BATAVIA, CHERIBON, SAMARANG, SOERABAIA & MACASSAR.	
HAVRE & HAMBURG VIA STRAITS, &c.	PRINCESS ALICE...	Brit. str.	—	S. H. Belsen...	(Taking cargo to all ports in Netherlands India on through Bill of Lading).	
HAVRE & HAMBURG VIA STRAITS, &c.	SHAGHORN...	Dan. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	SIAM...	Ger. str.	k. w.			
HAVRE & HAMBURG VIA STRAITS, &c.	AUSTRALIEN...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	DELTA...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	MASAN MARU...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	NISSIN MARU...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	TEAN...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	YUENSANG...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	ZAFIRO...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	RUBI...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	GREGORY APCAR...	Brit. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	ONBANO...	Dut. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	LAISANG...	Dut. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	CAPEI...	Dut. str.	—			
HAVRE & HAMBURG VIA STRAITS, &c.	TIJANAS...	Dut. str.	—			

## HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

EAST ASIATIC CO., LTD.  
COENPHAGEN, SINGAPORE, BANGKOK & SHANGHAIRUSSIAN EAST ASIATIC CO., LTD.  
ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.



## POST OFFICE NOTICES.

The *Association*, with the French mail of the 14th Sept., left Singapore on Monday, the 8th inst., at 6 a.m., and may be expected here on or about Monday the 15th inst. This packet brings replies to letters despatched from Hongkong on the 11th August.

The *Sabre*, with the American mail, will leave Yokohama on Wednesday, the 10th inst., and may be expected here on or about Saturday the 20th instant.

Mails will close subject to modification as follows:—

PER F.O.C.

	DATE	
Amy	Tuesday, 9th, 9.00 A.M.	
Swatow, Amy and Foochow	Tuesday, 9th, 11.00 A.M.	
Macao	Tuesday, 9th, 1.15 P.M.	
Singapore	Tuesday, 9th, 2.00 P.M.	
Singapore, Penang and Calcutta	Tuesday, 9th, 2.30 P.M.	
Manila	Tuesday, 9th, 3.00 P.M.	
Singapore, Colombo and Bombay	Tuesday, 9th, 4.00 P.M.	
Manila	Tuesday, 9th, 4.00 P.M.	
Kota and Moji	Tuesday, 9th, 5.00 P.M.	
Hainan and Haiphong	Wednesday, 10th, 9.00 A.M.	
Singapore and Colombo	Wednesday, 10th, 10.00 A.M.	
Europe, &c., India via Tuckoochin	Printed Matter and Samples, 10.00 A.M.	
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)	Registration, 10.00 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	(Registration, with late fee of 10 cents, up to 10.45 A.M.)	
Macao	No late fee.	
Shanghai	Letters, 11.00 A.M.	
Macao	Wednesday, 10th, 1.15 P.M.	
Macao	Wednesday, 10th, 3.00 P.M.	
Singapore, Penang and Calcutta	Thursday, 11th, 2.00 P.M.	
Singapore, Panang and Bombay	Friday, 12th, 10.00 A.M.	
Tsingtao, Nagasaki and Vladivostock	Friday, 12th, 10.00 A.M.	

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Europe, &c., India via Tuckoochin  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Macao

Cheloo and Nanchung

Macao

Manila

Manila

Shanghai

Swatow, Amy and Tamsen

Manila, Shangha, Nagasaki, Kobe, Yokohama and Seattle

Macao

Manila, Singapore, Ceylon, F. J. W. Williams, for Heber, Johnstone, Manila, Brisbane, Sydney and Melbourne

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (H.C.).  
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth

TO-MORROW.  
Sale Household Furniture, Sales Room, Mr. C. M. C. Vieira, Ribeiro, 230 p.m.  
Entertainment, City Hall, 9.15 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

Oct. 8th.

ON LONDON.—  
Telegraphic Transfer ..... 221  
Bank Bills, on demand ..... 221  
Bank Bills, at 60 days' sight ..... 221  
Bank Bills, at 4 months' sight ..... 221  
Documentary Bills, 4 months' sight ..... 221

ON PARIS.—  
Bank Bills, on demand ..... 221  
Credit, at 4 months' sight ..... 221  
Documentary Bills, 4 months' sight ..... 221

ON PARIS.—  
Bank Bills, on demand ..... 221  
Bank Bills, at 4 months' sight ..... 221  
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